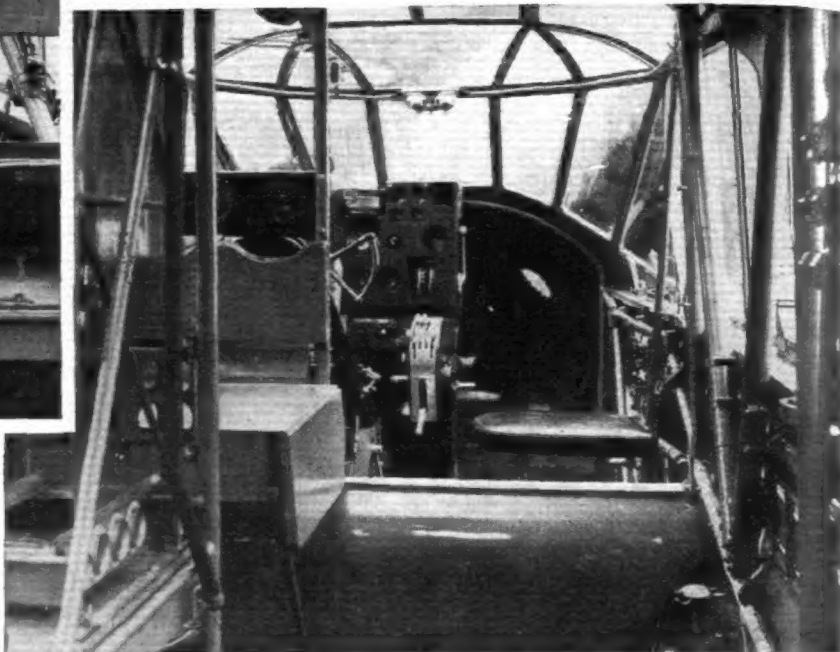


The view above shows the rear portion of the roomy cabin (without its complete equipment) and the door leading into the A.W. gun turret. In the right-hand view may be seen the forward portion of the cabin. (*Flight* photographs.)



each engine nacelle, and is normally retracted by mechanical means; there is a crank handle for alternative operation. Dunlop wheels, tyres and pneumatic brakes and Turner legs are fitted as standard. When the wheels are in the "up" position a small portion of each tyre protrudes below the nacelles. The swivelling tail wheel is not retractable.

Mass balances are used on the rudder and elevator, and the ailerons are of the Frise variety. The tail plane is fixed, but the elevator, like the rudder, has a small trimming "tab" actuated by a handwheel in the cockpit.

Siddeley Cheetah IX seven-cylinder radials are fitted to the Ansons under construction for the R.A.F. The Cheetah IX is rated at 310 h.p. at 6,000 ft., and is designed for operation on the new Service fuel of 87 octane number. Each of the Anson's Cheetahs is provided with its own fuel and oil tanks, these being of welded aluminium and mounted in cradles in the wing. Duplicated fuel pumps mounted on the engines themselves feed the fuel to the carburetters. The engine mountings are welded tubular steel frames.

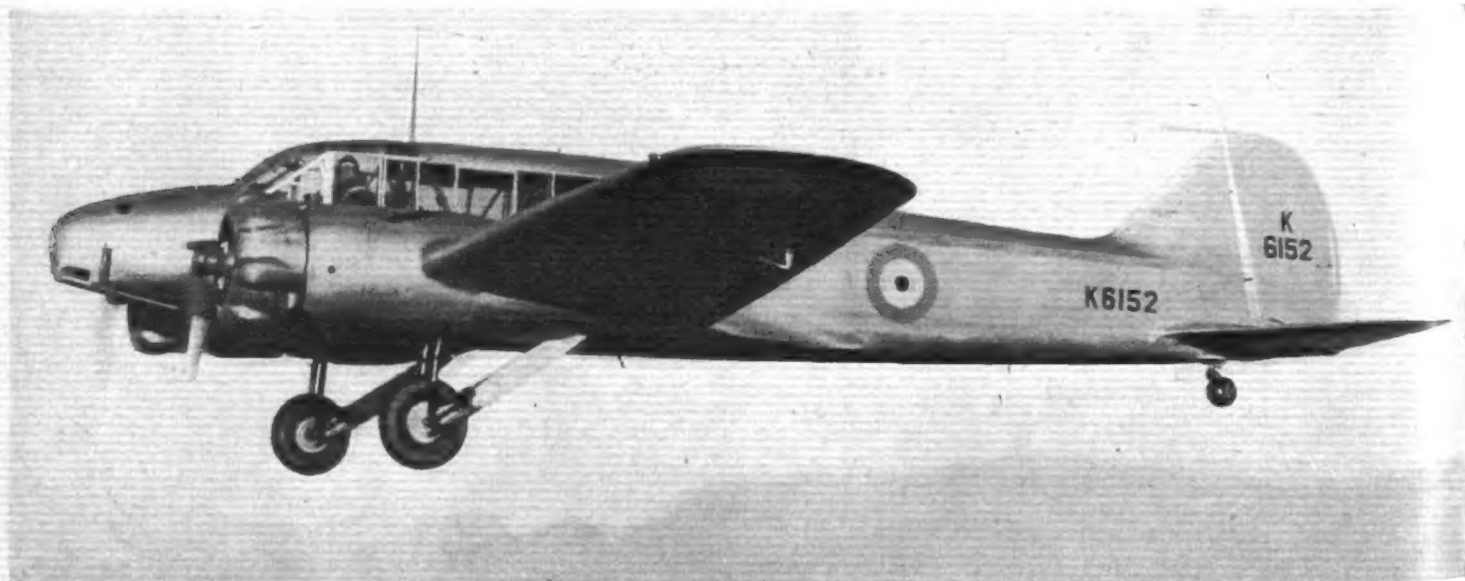
An interesting form of cowling is being used. It is fairly long in chord and small in diameter, the actual cylinder heads and valve gear being housed in scallops or helmets standing out from the main body of the cowling. This arrangement permits a nacelle of comparatively small diameter to be used, and improves, in consequence, the lateral vision, which is of great importance in a reconnaissance machine. The airscrews are two-bladed metal Faireys.

At the moment the Anson is not fitted with flaps, but



Some idea of the size and the nature of the construction of the wing may be gathered from this view. (*Flight* photograph.)

an experimental Dowty-operated set is being prepared, and due weight allowance has been made in the production Ansons for their fitting. Apart from increasing the gliding angle they should reduce the landing speed of 66 m.p.h. by 9 m.p.h., thus facilitating small-aerodrome operation.



Mr. S. A. Thorn lowers the undercarriage of the first production type Anson for the benefit of *Flight's* photographer.